

CAUTION

Carefully inspect the outside of the rotor for small bolts, washers or other metal "trash" that may have been picked up by the magnets. These small metal bits can cause severe damage to the alternator stator plate components.

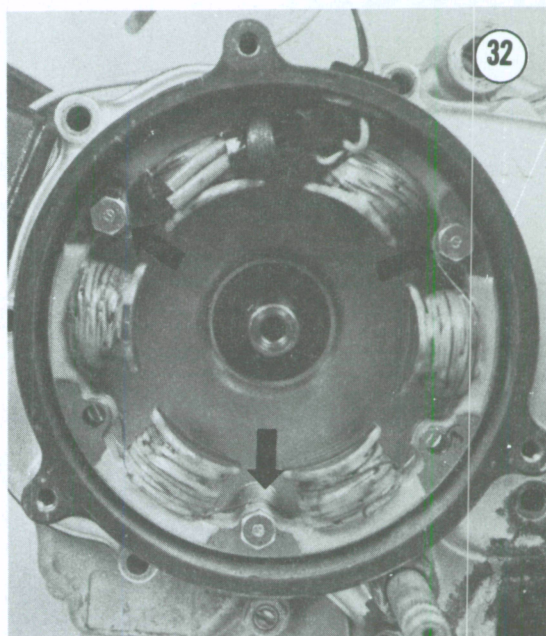
10. Install by reversing these removal steps, noting the following.
11. Make sure the Woodruff key is in place on the crankshaft and align the keyway in the rotor with the key when installing the rotor.
12. On models so equipped, be sure to install the washer (Figure 30) prior to installing the rotor bolt. Install the rotor nut.
13. To keep the rotor from turning, use the same tool set-up (Figure 31) used during removal.
14. Tighten the rotor bolt to 26-32 N•m (19-23 ft.-lb.).

Stator Removal/Installation

1. Remove the rotor as described in this chapter.
2. Disconnect the electrical connector from the stator assembly to the wiring harness.
3. Remove the bolts (Figure 32) securing the stator assembly to the left-hand crankcase cover.
4. Pull the grommet and electrical harness out of the left-hand crankcase cover.
5. Remove the stator assembly.
6. Install by reversing these removal steps.

ROTOR TESTING

The rotor is permanently magnetized and cannot be tested except by replacement with a rotor known to be good. A rotor can lose magnetism from old age or a sharp blow. If defective, the rotor must be replaced; it cannot be remagnetized.

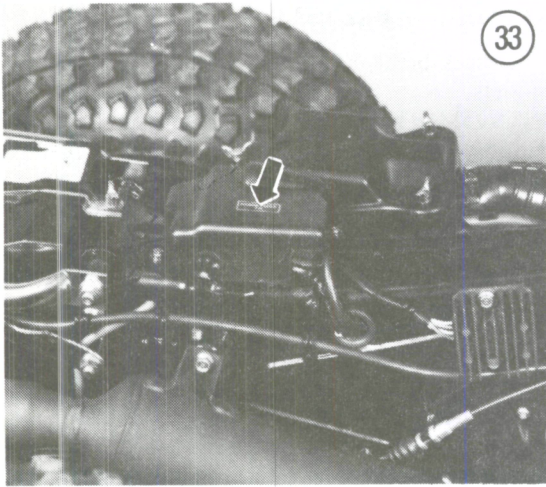


STATOR COIL TESTING

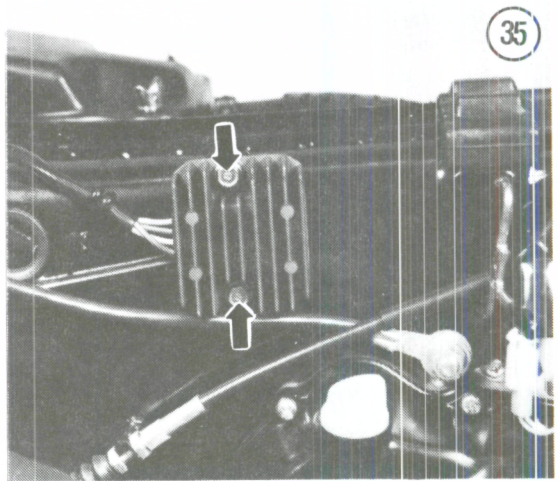
Honda does not provide continuity nor resistance specifications for all models. Specifications are available for the following models only:

- a. 1981-on ATC110.
- b. ATC125M.

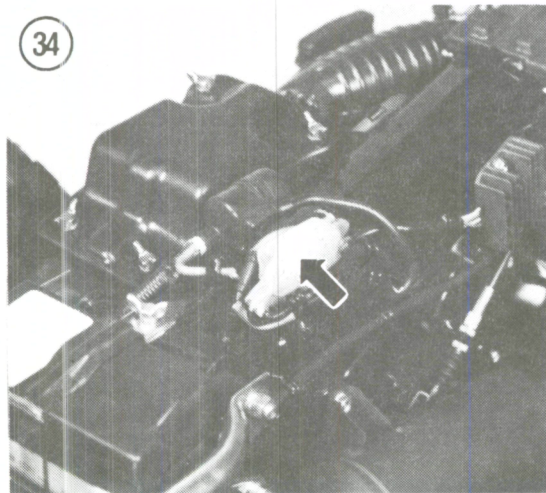
It is not necessary to remove the stator assembly to perform the following tests. It is shown removed in the following procedures for clarity. All tests are performed at the electrical connector (Figure 20). Tests points are either between the different pins within the connector or between the different pins and ground.



33



35



34

In order to get accurate resistance measurements the stator assembly and coil must be warm (minimum temperature is 68° F/20° C). If necessary, start the engine and let it warm up to normal operating temperature.

1981-on ATC110

To check the lighting coil, use an ohmmeter set at $R \times 1$ and check for continuity between the white/yellow terminal and ground. If there is no continuity (infinite resistance), the stator assembly must be replaced (the individual coil cannot be replaced).

To check the exciter coil, use an ohmmeter set at $R \times 1$ and check for continuity between the black/red terminal and ground. If there is no continuity (infinite resistance), the stator assembly must be replaced (the individual coil cannot be replaced).

ATC125M

To check the exciter coil, use an ohmmeter set at $R \times 1$ and check the resistance between the black/red terminal and ground. There should be continuity (specified resistance of 100-400 ohms). If there is no continuity (infinite resistance) or the resistance value is not within these limits, the stator assembly must be replaced (the individual coil cannot be replaced).

To check the charging coil, use an ohmmeter set at $R \times 1$ and check the resistance between both yellow terminals within the connector. There should be continuity (specified resistance of 0.5-1.5 ohms). If there is no continuity (infinite resistance) or the resistance value is not within these limits, the stator assembly must be replaced (the individual coil cannot be replaced). Also check for continuity between each yellow terminal and ground. If there is continuity (low resistance), the coil is shorted and the stator assembly must be replaced (the individual coil cannot be replaced).

NOTE

There is no lighting coil on this model.

VOLTAGE REGULATOR/RECTIFIER (MODELS SO EQUIPPED)

Removal/Installation

1. Remove the seat/rear fender assembly.
2. Disconnect the battery negative lead.
3. Remove the screws securing the starter solenoid cover and remove the cover (Figure 33).
3. Disconnect the electrical connector to the voltage regulator/rectifier (Figure 34) from the wiring harness.
4. Remove the bolts (Figure 35) securing the voltage regulator/rectifier to the frame.

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